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INFORMATION REPORT

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CENTRAL INTELLIGENCE AGENCY

COUNTRY

USSR

SUBJECT

Petroleum and Naval Installations in Odessa/
Ship Building in Black Sea Yards/Tanker Char-
acteristics

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SUPPLEMENT TO REPORT #

THIS IS UNEVALUATED INFORMATION

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1. The oil depot in Peresyp is a large one and different types of oil are stored there. These types are: kerosine, benzine, mazut, crude and lubricating oil. There are about four reservoirs which are painted silver aluminum color. These reservoirs are round and their height is equivalent to that of a two-story building. About 300 yards inland from shore there are some more reservoirs but they are in the shoy Fontan area. The oil depot is located in the Luzanovka Bay, slightly north of the center of the bay.

2. Oil transfer lines lead from the oil refinery to the oil harbor underground and reach the surface at the entrance to the oil pier, where they are connected with branch pieces. There is an oil reservoir located about 200 meters west of the end of the oil harbor near Khlebnyy Gavan. (This is only a mooring site for small fishing boats and a few sailing boats belonging to the Yacht Club; a wreck of an old freighter lies there on the bottom.) This oil reservoir has a capacity of at least 6,000 tons. It is round and is painted white aluminum color.

3. Besides the Nefta Gavan area, no occasion to become acquainted with industrial installations in Odessa. The pumping station is correctly shown on the sketch (See Enclosure (A)).

4. Adjacent to the Dispatch Office on the oil pier is a small building (one story-high, 10 meters long, six meters wide) containing a food store where all food supplies for the oil tankers are obtained. This store was only opened at the end of 1953. Before that time it was located in the Dry Goods Harbor (Folskyy Spusk) but it is no longer there. Fifty meters behind the guard house is a small fire station. It is manned by about 20-25 firemen, all of them employees of the Odessa Black Sea State Shipping Line. This is the only shipping line in Odessa. The Dry Goods and Oil Tanker Shipping Lines have been merged in the Odessa Black Sea State Shipping line. This merger took place in July/August 1954. The oil pier is made out of iron concrete and is always in very dirty condition. However, after a tanker is discharged, the firemen hose it down and make sure it does not become slippery. A tanker of the "Derbent" type (3,500-5,000 tons) is discharged in about 40 minutes (with 26" hoses). A tanker of the "Tuapse" class (10,800 tons) can be discharged in 30-32 hours two or three hoses of 12" diameter, rarely 6" diameter). Discharge of benzine takes about two days (48 hours). Small tankers like the "Derbent" require about 10-12 hours for unloading trans-former oil. A tanker of 1,000 tons carrying kerosine is unloaded in about three hours (with two hoses). There are no special mooring places in Odessa oil harbor for unloading special types of fuel. Any type of fuel may be discharged at any part of the oil pier and there are no regulations as to unloading according to type of fuel carried on board tankers. [redacted] not know how many oil trans-

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lead to the oil pier. They can be observed where they come to the surface at the oil pier and where they are connected to the branch pieces, which are about one and one half meters long.

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5. Only small tonnage Navy vessels are moored in the Naval Harbor.

When they arrive in Odessa, which is quite rarely, they anchor inside of the breakwater, along the length of the latter, or out in the roadstead. Only small units are moored to stationary buoys in the Naval Harbor proper.

The Feldsherskoye Voyenno-Morskoye Uchilishche is located in Odessa on Sadovaya Ulitsa near the Central Telegraph Office. The Srednaya Morekhodnaya Uchilishche is located in Odessa on Kanatnaya Ulitsa No 5. The Vyshchaya Morskoye Uchilishche in Odessa is located right in the center of the town.

6. In Nikolayev, which is the largest shipbuilding center in the Black Sea area, the following tankers were built:

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- (a) "Maikop", 10,700 gross tons, 12,000 tons deadweight, speed 12 sea-miles; built in 1953 by the Nikolayevskiy Shipbuilding-Shiprepair Plant No 61.

Registry:

Vladivostok.

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- (b) "Kazbek", same specifications as above, Registry: Odessa
(c) "Volga-Don", same specifications as above, Registry: Odessa
(d) "Groznyy", same specifications as above, Registry: Odessa
(e) "Kherson", same specifications as above

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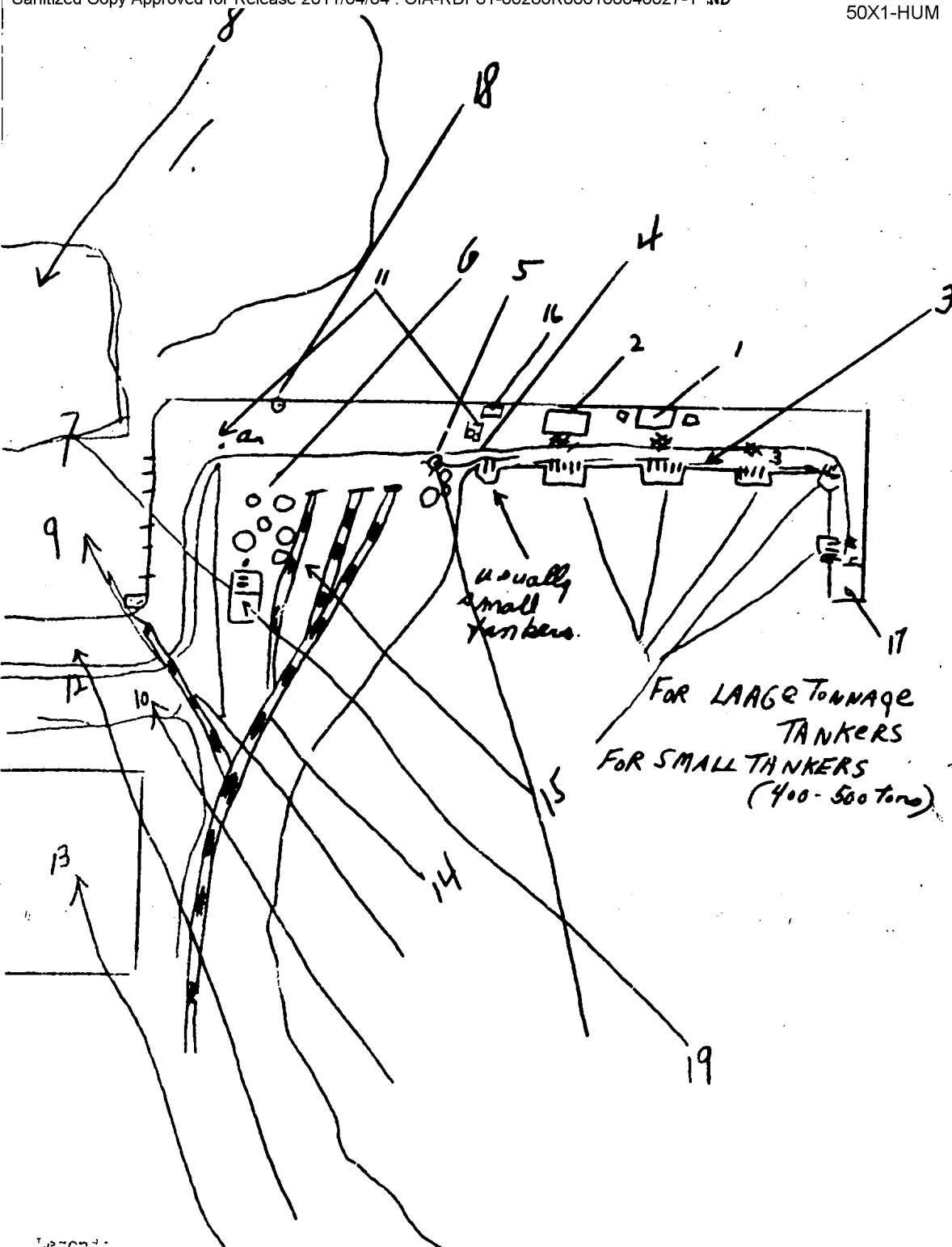
7.

8. The 698 GRT tanker "Meganom" was tied up for repair in Odessa in 1954. It is a very well built tanker and was obtained from Germany as reparations. Previously it had been used as a water carrier, but the Soviets used it for oil transport. It was taken over from the Germans about 1950 or 1951. The "Zhiguli" is a tanker of 1,000-1,200 tons deadweight, 850-900 tons gross. Its length is about 68 meters, speed 8-10 sea miles, port of registry: Odessa. This tanker was built before World War II. She was formerly a barge pulled by tugboat and was converted into a tanker in 1952 in Tuapse at the Imeni Dzerzhinskogo Plant. The "Mangish-lak" is a tanker of 800 tons deadweight, 500-550 tons gross, carries benzine only; its length is about 65 meters, speed 10 sea miles. This tanker is also a former German vessel taken over by the Soviets as reparations. Port of Registry: Odessa. All these vessels belong to the Black Sea State Shipping Line.

- end -

ENCLOSURE (A): Rough Sketch of Odessa Harbor and Legend

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Legend:

1. Dispatch office of Neftegavan (Petroleum Harbor).
2. Pumping station
3. Oil transfer line above ground
4. Oil transfer line below ground
5. Three or four small reservoirs used to supply fuel to patrol boats, trawlers, fishing boats
6. Five or six medium size reservoirs (400-500 tons capacity each) used to load railroad freight cars with both light and dark fuels
7. Steam plant belonging to Neftebasa. There are two boilers (six meters high and six meters wide each) on one side of the main building.
8. Power station (small)
9. Coal yard for power station
10. Fence
11. Gates. Gate (a) is open to anyone while gate (b) is manned by guards who allow entrance to Neftegavan on pass only (mostly crews of tankers and personnel of Neftegavan).
12. Road leading to Neftegavan pier, about 25-30 meters wide, asphalt surface.
13. Sugar plant
14. Main rail line
15. Railroad branch lines (four or five)
16. Check point (small hut)
17. Light house
18. Signal light for signalling tankers (Green and red).
19. Believed to be pumping station.